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program (Sterneck's program was adopted for the later observations to expedite the work and gave satisfactory, though less exact, results than the older method); (9) determination of Danish mean sea-level and comparison with Prussian and Swedish datums.

JAMES GORDON STEESE.

English Travelers of the Renaissance. By C. Howard. xvii and 233 pp. Ills., index. John Lane Co., New York, 1914. \$2.50. 9 x 6.

At the close of the sixteenth century travel became the fashion as the only means of acquiring modern languages and modern history, as well as the accomplishments and social graces by which a young man won his way at Court. Many books were therefore written for intending travelers. Clare Howard says that these books, "taken in chronological order outline for us the life of the traveling student.

The author expresses the hope that a survey of these works will be useful to students of literature, will show in a new light English society in the sixteenth and seventeenth centuries, and will aid in the interpretation of the great works of literature dealing with those times. The book is to be commended.

WILBUR GREELEY BURROUGHS.

France and the French People. (The Nations of the War Series.) Edited by L. G. Redmond-Howard. 167 pp. Sully & Kleinteich, New York, 1914 (?). 50 cents. 7 x 5.

This book is a volume in the "Nations of the War" series and bears the publishers' announcement that it is "up to date;" yet no date, whether of publication, or copyright, or printing appears anywhere between its covers. The work is a popular account of the origin and history of the *Ancien Régime* in France; of Modern France, its politics and religion, its language and literature, its trade, commerce and economics, its constitution, its ambitions and ideals, its character and spirit.

DAVID H. BUEL.

Rouen: Étude d'une agglomération urbaine. Par J. Levainville. 418 pp. Maps, ill. Armand Colin, Paris, 1913. Fr. 7.50. 9 x 5½.

A wealth of information about Rouen past and present, historical rather than geographical. Certainly no European city can be understood without an account of its history. Rouen was placed at the ford nearest the mouth of the Seine at the head of navigation. To-day both roads and railroads cross the river farther down and, although the Seine has been dredged to three meters at Rouen, the deep sea ships mostly stop at Havre. Levainville's account shows that the city grew as long as the old conditions dominated and has since become of secondary importance. But this is not explicitly referred to its cause in the change of conditions. Levainville's Rouen reaches out into the world to find food for its increasing numbers and raw material for its factories. There is the alternative of a Rouen that was so enterprising and reached out so far with her goods that she prospered and increased in size. The city that just grows and has therefore to feed itself is not geographic. Only cities that do feed themselves abundantly can grow. The checks to progress have come of politics and the rivalry of fitter places in supplying Rouen's markets.

What are the actual modern conditions of Rouen? Has it a system of sewers and running water? Apparently not, but there is no definite statement, nor about the system and cost of tramway transportation or of street lighting. But the book does contain a great deal of interest. MARK JEFFERSON.

The Spell of Flanders. An outline of the history, legends and art of Belgium's famous northern provinces. By Edward Neville Vose. 517 pp. Map, index. The Page Co., Boston, 1915. \$2.50. 8 x 6.

The author's travels in Flanders began in May, 1914, and ended in the opening month of the war. In this intimate picture of Flemish life and land the reader will see the country as it was before the war. Many of the monu-